



MARINE ENVIRONMENT PROTECTION
COMMITTEE
43rd session
Agenda item 5

MEPC 43/5/Add.1
27 April 1999
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CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

Revised text of amendments to the Supplement (Form B) to the IOPP Certificate

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document sets out additional proposed amendments to the Supplement (Form B) to the IOPP Certificate, as agreed by BLG 4, with a view to adoption by MEPC 43.
<i>Action to be taken:</i>	Paragraph 7
<i>Related documents:</i>	MEPC 43/5 and BLG 4/18, section 6

Introduction

1 The Committee will recall that, at its forty-second session, it considered and approved the proposed amendments to the Supplement to the IOPP Certificate with a view to adoption at its forty-third session (MEPC 43/5).

2 The Committee will further recall that, when it approved the proposed amendments to the Supplement to the IOPP Certificate, it noted that, as a consequence of the proposed amendments to MARPOL regulation I/13G which makes existing oil tankers between 20,000 and 30,000 dwt carrying persistent product oil subject to the same requirements for double hull construction for crude oil tankers, additional amendments to the Supplement (Form B) to the IOPP Certificate is necessary, and it instructed the BLG Sub-Committee to consider the matter and make recommendations to the forty-third session of the Committee with a view to adoption together with other proposed amendments to the Supplement (Form B) to the IOPP Certificate.

3 The BLG Sub-Committee, at its fourth session, considered documents BLG 4/6/4 and BLG 4/6/16 on the proposed amendments to the Supplement (Form B) to the IOPP Certificate as a consequence of the proposed amendments to regulation 13G and agreed to recommend that MEPC 43 insert the following new paragraph 1.11.2bis to the Supplement (Form B) to the IOPP Certificate:

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"1.11.2bis Product carrier not carrying fuel oil,

heavy diesel oil or lubricating oil as referred to in

regulation 13G(1)(a)

9"

4 The BLG Sub-Committee further considered the proposed amendments to the Supplement (Form B) to the IOPP Certificate as a consequence of the adoption of the new MARPOL regulation I/25A on Intact stability for oil tankers of 5,000 dwt and above (BLG 3/6/5). Recognizing that the proposed amendments should be adopted as soon as possible to serve as guidance for Administrations, classification societies and other agencies issuing IOPP Certificates, the BLG Sub-Committee agreed to recommend to MEPC 43 that the following be added to the Supplement (Form B) to the IOPP Certificate:

"5.7.3 The ship is required to be constructed according to, and

complies with the requirements of regulation 25A.

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5.7.4 Information and data required under regulation 25A for

combination carriers have been supplied to the ship in a

written procedure approved by the Administration.

9"

5 The BLG Sub-Committee agreed that the above amendments should be adopted by MEPC 43 as one batch with other proposed amendments to the IOPP Certificate as contained in document MEPC 43/5. In this connection, the BLG Sub-Committee further noted that the proposed amendments to the IOPP Certificate, as contained in document MEPC 43/5, including technical details, are in proper order.

6 As instructed by the BLG Sub-Committee and for ease of reference by the Committee, the revised text of amendments to the Supplement (Form B) to the IOPP Certificate, incorporating the amendments recommended by BLG 4 as a consequence of amendments to regulation 13G and the new regulation 25A, is produced in the annex to this document, replacing, in its entirety, the section on the proposed amendments to the Supplement (Form B) to the IOPP Certificate in document MEPC 43/5.

Action requested of the Committee

7 The Committee is invited to consider the revised text of amendments to the Supplement (Form B) to the IOPP Certificate, annexed hereto, with a view to adoption in accordance with article 16(2)(d) of MARPOL 78/78.

ANNEX

2 Amendments to the Supplement to the IOPP Certificate (Form B)

2.1 The following is added after the existing paragraph 1.11.2:

"1.11.2bis Product carrier not carrying fuel oil, heavy diesel
oil or lubricating oil as referred to in regulation 13G(1)(a)

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2.2 The existing paragraphs 2.4 to 3.2 is replaced by the following:

"2.4 Approval Standards¹:

2.4.1 The separating/filtering equipment:

.1 has been approved in accordance with resolution A.393(X)

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.2 has been approved in accordance with resolution MEPC.60(33)

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.3 has been approved in accordance with resolution A.233(VII)

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.4 has been approved in accordance with national standards
not based upon resolution A.393(X) or A.233(VII)

9

.5 has not been approved

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¹Refer to Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters adopted by the Organization on 14 November 1977 by resolution A.393(X), which superseded resolution A.233(VII); see IMO sales publication IMO-608E. Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery space bilges adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolutions A.393(X) and A.444(XI); see IMO sales publication IMO-646E.

- 2.4.2 The process unit has been approved in accordance with resolution A.444(XI) 9
- 2.4.3 The oil content meter: 9
- .1 has been approved in accordance with resolution A.393(X) 9
- .2 has been approved in accordance with resolution MEPC.60(33) 9
- 2.5 Maximum throughput of the system is m³/h
- 2.6 Waiver of regulation 16
- 2.6.1 The requirements of regulation 16(1) and 16(2) are waived in respect of the ship in accordance with regulation 16(3)(a). The ship is engaged exclusively on voyages within special area(s)..... 9
- 2.6.2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows: 9

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
			Total volume(m ³)

- 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank 9

3 Means for retention and disposal of oil residues (sludge) (regulation 17) and bilge water holding tank(s)

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume(m ³)			

3.2 Means for the disposal of residues in addition to the provisions of sludge tanks:

3.2.1 Incinerator for oil residues, capacityl/h

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3.2.2 Auxiliary boiler suitable for burning oil residues

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3.2.3 Tank for mixing oil residues with fuel oil, capacity m³

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3.2.4 Other acceptable means

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3.3 The ship is fitted with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from)-(to)	Lateral position	
Total volume(m ³)			

"

2.3 The following is added after existing paragraph 5.7.2:

"5.7.3 The ship is required to be constructed according to, and
complies with the requirements of regulation 25A.

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5.7.4 Information and data required under regulation 25A for
combination carriers have been supplied to the ship in a written
procedure approved by the Administration.

9"

2.4 The existing paragraph 5.8.4 is replaced by the following:

"5.8.4 The ship is subject to regulation 13G and:

- | | | |
|----|----------------------------------------------------------------------------------------------------------------------|----|
| .1 | is required to comply with regulation 13F not later than | 9 |
| .2 | is so arranged that the following tanks or spaces are not used for the
carriage of oil | 9 |
| .3 | has been approved in accordance with regulation 13G(7) and
resolution MEPC.64(36) | 9 |
| .4 | the operational manual approved on in accordance with
resolution MEPC.64(36) has been supplied to the ship. | 9" |
